

TRANSPORTATION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs and maintains nearly all the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for insuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

ISSUES

Transportation legislation and Federal public transportation grants continue to change the way that Fairfax County programs and implements transportation. At the Federal level, the Clean Air Act Amendments of 1990 require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. The only exception is expenditures for transit operations.

In addition to air quality legislation, the Americans with Disability Act requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit services operated by WMATA and Fairfax County as well as the paratransit services operated by the County.

In addition, the Federal Transportation Equity Act for the 21st Century (TEA-21) was approved in 1998, providing multi-modal funding for both transit and highway projects. This reauthorization continues to emphasize intermodal funding flexibility between highways and transit and includes congestion mitigation and air quality improvement program funding. Funding levels have been increased and the role of regional and local planning has been strengthened.

Projects in Fairfax County are eligible to receive Federal funding through TEA-21 from a variety of funding programs, including the Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement Program (CMAQ). The distribution formula for STP allocates 80% of the funds to the State for General Purposes; 37.5% of the STP funds represent the "Statewide" distribution and 62.5% represent the remainder of the funds distributed based on population. The remaining 20% of the STP funds is divided equally between the Transportation Enhancement and Hazard Elimination and Safety Improvement Programs. Funding provided through the CMAQ program is designed to assist States in attaining the Federal air quality standards for ozone and carbon monoxide.

This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is more local control over Federal transportation funding allocations as well as increasing multi-modal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects back while supporting short-term transportation system management (TSM) and transportation demand management (TDM) solutions.

To support many of the Federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced upon an ambitious multi-modal program for our Interstates and expressways which involves building high occupancy vehicle (HOV) lanes. Three projects have been completed: the I-66 HOV, the I-95 HOV, and the Dulles Toll Road HOV projects. In addition, funding for preliminary engineering for HOV lanes on most of the I-495/I-95 (the Capital Beltway) is included in the current VDOT Transportation Development Plan. The freeway HOV lanes have significantly improved commuting for those who rideshare or use public transit.

The County is taking advantage of available Federal funding for improving suburban mobility for commuters. Since March 1991, the Federal Transit Administration (FTA), has awarded a total of \$43.3 million for public transportation projects in Fairfax County consisting of \$7.3 million for commuter parking lots at four locations, and \$36.0 million for the Dulles Corridor Park-and-Ride Program. County voters

provided the local match for projects by approving an \$80 million transportation bond referendum in November 1990. Also in 1990, Congress approved significant additional funding to WMATA for the completion of the 103-mile Metrorail system.

On November 3, 1992, County voters approved a transportation bond referendum in the amount of \$130 million for the Fairfax County Parkway and for County contributions to the Metrorail construction program including the Franconia-Springfield Metrorail Station. The referendum authorized expenditures of \$80 million for the Fairfax County Parkway to complete construction of two segments, I-66 to Braddock Road and from Route 123 to the Pohick Road/Hoopes Road intersection. The referendum approval also authorized expenditure of \$50 million to fund the County's local share towards completing the Metrorail system including the Franconia-Springfield Transportation Center, which contains a Metrorail station, a Virginia Railway Express commuter rail station, 3,900 park-and-ride spaces, 100 kiss-and-ride spaces, 12 bus bays, and internal access and circulation roadways.

The Public Transportation portion of the Capital Improvement Program includes Federal aid, State aid, State bonds, and County bonds. The average annual transit program total in the CIP is approximately \$18 million. When the transit capital program is combined with the transit operating subsidies for Metrorail, Metrobus, FAIRFAX CONNECTOR, and VRE commuter rail, the average total annual transit program is approximately \$85 million.

The table at the end of this section provides a summary of the transportation program for FY2003 to FY2010. Projects which are funded with non-County sources, and operating subsidies funded by Federal, State, and County general fund sources are presented for informational purposes, and are not included in the CIP project tables. The HOV lane projects are included as highway projects even though they encourage and support public transportation.

Highways

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the system of interstate,

primary and secondary highways. Funds are allocated for these purposes through Acts of Congress and state laws, and various combinations of federal-state fund matching are utilized for construction and maintenance. The programming of highway construction and improvements is derived from the priorities for the interstate system, the state's primary highway system, and the secondary road system toward accommodating the traffic demands. In addition, the completion of a Countywide transportation plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT in the allocation of highway funds and the identification of projects to be funded in the County Road Bond Program.

Programming of VDOT's highway funds to specific projects occurs in two basic categories. The first category includes interstate and primary highways while the second category relates to the secondary road systems in the County. Different programming mechanisms are used for these two categories. While interstate and primary highway funds are allocated to the Northern Virginia Construction District and then to specific projects, secondary road system funds are allocated to the Fairfax Residency and these funds must be spent within Fairfax County. Formal citizen participation is a part of both programming mechanisms.

The Interstate and Primary Virginia Transportation Development Plan is prepared annually by VDOT in conjunction with their annual budget. Allocations are made at the District level, therefore, projects in Fairfax County compete with those in the other counties in the Northern Virginia District for these allocations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations.

The Secondary System Construction is prepared jointly by VDOT and Fairfax County and adopted by the Board of Supervisors. Subsequently, it is approved by the Commonwealth Transportation Board and guides the annual construction budgets. Initially, the Program was updated biannually and beginning with the FY1997-2001 Program, this update has been done each year.

The projects funded by VDOT are included in the Fairfax County CIP for information purposes only. The allocation of funds to these projects is the subject of VDOT public hearings held separately from the County CIP and Budget processes. Although the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Therefore to give a more complete picture of the transportation projects programmed in Fairfax County, the VDOT programs are included herein for information purposes. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP.

An important element of the Virginia Transportation Development Program, is a significant increase in the use of alternative revenue sources to finance priority transportation projects. The State is utilizing Federal Reimbursement Anticipation Notes (FRANs) to accelerate the full financing of selected transportation projects. These notes will be paid from anticipated future federal allocations during the next 15 years. In addition, the General Assembly has specified projects statewide to be funded with State General Fund allocations under a Priority Transportation Program.

Section 33.1-75.1 of the Code of Virginia enables the County to designate up to \$500,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of \$10,000,000 matching VDOT funds statewide. This program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results in a net increase of State funds available for road construction in the County.

Public Transportation

The public transportation section of the County's Capital Improvement Program includes several different types of capital facilities programmed to move people effectively throughout the transportation network in Fairfax County and the region. Primary capital facilities include

Metrorail, Metrobus, FAIRFAX CONNECTOR, commuter park-and-ride lots, and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region, State and Federal entities varies from project to project. The discussion below will highlight each major type of project, its history, status and programmed activity in the Fiscal Year 2003-2007 Capital Improvement Program.

The CIP does not include specifics on the Dulles Corridor Rapid Transit Project. Currently, the State, WMATA, and the local jurisdictions, including Fairfax County, are working together to advance this multi-year major capital investment. At this time the Preliminary Engineering/National Environmental Protection Act phase of the project is occurring and the state is funding the non-federal share of the project. Prior to a full funding grant agreement, a financial plan must be approved.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland, and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December 1969, authorizing the construction of the system and provided Federal support for the adopted regional system (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

Five stations are actually located in Fairfax County and are currently open for service. They are the West Falls Church, Dunn Loring-Merrifield, and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line, and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County.

Funding for the construction of the originally estimated \$2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of \$1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of \$.835 billion and direct local contributions of \$.573 billion, of which Fairfax County's share was \$61.9 million.

Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of original commitment by the local jurisdictions, the cost of the system has been reestimated at significantly higher levels. The current estimate for the full 103-mile adopted regional system is \$9.3 billion.

Five interim capital contribution agreements between WMATA and the participating political jurisdictions have been executed to fund the construction of the Metrorail system. Most recently each WMATA member jurisdiction executed a Local Funding Agreement (LFA) with WMATA which sets forth the terms and conditions of local commitments that will support the Fifth Interim Capital Contributions Agreement (ICCA-V). Fairfax County's total local commitment to complete construction of the 103 mile Metrorail system is \$113.0 million.

Assuming Congressional appropriation levels correspond to the WMATA reauthorization levels, it is anticipated Fairfax County will be requested to make a small Metrorail capital contributions in FY 2003 as the result of a program reconciliation. All other ICCA-V payments should be made in FY 2002. The County anticipates using previously authorized general obligation bonds for Metrorail and State Transportation Revenue Bonds to make any FY 2003 payments.

In addition to WMATA's operating payments and the rail construction payments, the County makes Metrorail capital payments for projects such as rail car rehabilitation, escalator overhauls, and station enhancements. In the past, the County has always paid these costs with state aid. However, state aid is flexible and can be used for both operating and capital expenses. In FY 1999, the County began funding some of these Metrorail capital expenses with County general obligation bonds rather than state aid. This action will make state aid available to

moderate the County's general fund contribution for WMATA operating expenses.

Metrobus

In January and February of 1973, WMATA acquired the operating assets of four bus companies and began operating regular bus route service within the metropolitan region. The WMATA Board of Directors adopted a payment policy requiring local jurisdictions to pay their respective shares of the estimated operating deficits of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation, and other miscellaneous improvements.

The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. For FY 2003, it is anticipated that state funds will be used to meet Fairfax County's bus capital obligation for WMATA which are reflected in the FY 2003 Metro Operations and Construction Fund 309.

Metro Infrastructure Renewal Program

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel consisting of elected officials, business people, labor representatives and citizens was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, now called the Infrastructure Renewal Program (IRP). The IRP includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately \$100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should

contribute a substantial portion of the funds needed to eliminate this projected shortfall.

Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA 21). The federal share varies by year, but is generally about 67 percent of the program. Fairfax County's share of the IRP is expected to increase in stages from approximately \$0.5 million in FY 1999 to approximately \$34.9 million in FY 2007, assuming no state participation and the federal funding levels approved in TEA 21. The total Fairfax County requirement from FY 2000 to FY 2008 is approximately \$140.2 million. County bond funds and state transportation bond funds, are available to pay for a portion of this increase. The County funds are included in the County's bond cash flow. Additional revenue will be needed to fully fund this program.

Other Metro Programs

In recent years, Metro has initiated two other capital programs, the System Access Program (SAP) and the System Expansion Program (SEP). The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces. The SEP is designed to accommodate expansions and extensions to the existing system. Projects included in this program are funded on a reimbursement basis by the jurisdictions that requested them. A small amount of money is funded regionally on an annual basis for feasibility studies and conceptual design work. Both of these programs are included on the cash flow tables.

Huntington Parking Garage Expansion

During 2001, WMATA entered into a joint development agreement with a private company to build a mixed-use development on a portion of the surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure. As part of the agreement Metro will pay the developer \$6.2 million to add a additional

500 parking spaces to the station. Approximately \$5.0 million will be funded from WMATA sources. The remaining \$1.2 million will be taken from the County's parking surcharge account.

Franconia-Springfield Parking Garage Expansion

As part of the Virginia Transportation Act of 2000, the General Assembly approved \$13 million for an additional 1,000 space parking structure at the Franconia-Springfield Metrorail Station. The total cost of this project is \$15.8 million. The remaining \$2.8 million will be taken from the County's Parking Surcharge account. WMATA's consultants are currently preparing conceptual designs for this facility.

Fairfax Connector

The FAIRFAX CONNECTOR System began operation in 1985 with ten routes to the Huntington Metrorail Station previously operated by Metrobus. This service required a fleet of 33 vehicles operating from a maintenance facility in the Newington area of the County.

In 1988, the FAIRFAX CONNECTOR system expanded providing service to the Pentagon Metrorail Station from the southeastern portion of the County. In 1991, the system expanded again to provide service to the Van Dorn Metrorail Station. In 1992, the system began operation of a cross-county service from Springfield Mall to Tysons Corner Center via Dunn Loring Metrorail Station. In 1993, six additional routes serving the Vienna, Van Dorn and Pentagon Metrorail Stations were added to the system.

In January 1994, the Board of the Supervisors approved a major expansion of the system to take over service previously operated by WMATA in the Reston-Herndon area. In September 1994, the system began operating 16 routes serving the West Falls Church and Pentagon Metrorail Station via the Dulles Toll Road. In June 1997, the new Franconia/Springfield Metrorail Station opened and the Huntington Division was restructured to serve the station, and several new routes were added.

In July 1999, the FAIRFAX CONNECTOR expanded bus service in the Dulles Corridor as described in the “Dulles Corridor Express Bus Service”. As of November 11, 2001, the FAIRFAX CONNECTOR Bus System comprises 56 routes serving 11 Metrorail stations.

Dulles Corridor Park-and-Ride Program

In April 1989, Fairfax County Department of Transportation completed the Dulles Airport Access Road Corridor Transit Alternatives Study. The study recommended and the Board of Supervisors endorsed implementation of the express bus alternative in such a way as to preserve the option of future rail service in the Corridor. A grant application was forwarded to FTA in December 1990 for \$36 million of FTA funds to be matched with \$12 million of County General Obligation bond revenues. On November 6, 1990, County voters approved the \$12 million local match amount in addition to \$2.4 million previously approved by the voters in 1988. Additionally, local developers proffered \$1.2 million for improvements in the corridor.

Congress authorized \$36 million for this project, and FTA has appropriated \$32.3 million in increments to date. These federal dollars along with local bond funds were used to construct the 827 space Reston East at Wiehle Avenue Park-and-Ride facility and the 1,800 space Herndon Monroe Park-and-Ride facility which opened in July 1999. These facilities will provide all day parking for persons wishing to travel by bus or carpool to Tysons Corner, Reston Town Center, or the West Falls Church-VT/UVA Metrorail Station.

The Reston East at Wiehle Avenue Park-and-Ride facility is popular with commuters and has become overcrowded. To address demand and determine if structured parking should be built over the surface lot, the Fairfax County Board of Supervisors has approved funds for a feasibility study to be conducted. Results of the study will be available in early 2002.

The Dulles Corridor Park-and-Ride project will also include two transit centers. The transit centers to be located at Tysons-West*Park and at Reston Town Center will serve primarily as passenger transfer points as buses meet at these transit centers on a prescribed schedule to permit

easing of transfer between buses serving various areas of the Dulles Corridor and Fairfax County. The Tysons-West*Park Transit Station was completed by VDOT in January 1999. The County has a \$2.0 million Congestion Mitigation and Air Quality (CMAQ) grant to construct the Reston Town Center Transit Center (See below).

Due to the relocation of the Reston East project to Wiehle Avenue and favorable construction bids for both the Reston East and the Herndon-Monroe projects, there is approximately \$5.2 million remaining in the federal Dulles Corridor Park-and-Ride grant. The Board of Supervisors and the Federal Transit Administration have approved using these additional funds for other projects in the Dulles Corridor which will improve bus service operations and make the service more attractive to passengers. The most significant project is the construction of slip ramps between the Dulles Airport Access Road (DAAR) and the Dulles Toll Road (DTR) to allow buses to use the DAAR more efficiently. These ramps are currently being designed. Other projects include adding a canopy over the bus bay platform waiting areas at the Herndon-Monroe park-and-ride lot (construction scheduled for Spring 2002), additional bus shelters at the Rolling Valley, Reston South and Centreville Park-and-Ride lots, and the reconfiguration of the Rolling Valley Park-and-Ride lot to improve traffic flow.

Reston Town Center Transit Station

This project will involve the construction of a bus transfer station for local buses serving the Reston area and express buses serving the Dulles Corridor. Congestion Mitigation and Air Quality (CMAQ) funds for design, engineering, and construction costs of \$2.0 million have been awarded for the project.

The station will be used in conjunction with and complement the other transit facilities which have been constructed in the Dulles Corridor to support express bus service. It will provide a permanent location for a transfer station in the Reston Town Center area.

Dulles Corridor Express Bus Service

DOT staff prepared the Dulles Corridor Express Bus Service Plan, which was approved by the Board of Supervisors during FY 1999 after public review. This plan was fully implemented in July 1999, and more than doubled the amount of service in the Dulles Corridor.

In FY 1998, the County secured approximately \$8.9 million in surplus Dulles Toll Road revenues to pay for the operating costs of this new service until the end of FY 2001. Subsequently, funding for FY 2002 was also approved. Funding for Dulles Corridor service beyond FY 2002 is under consideration by the Commonwealth Transportation Board. As part of the initial agreement with the Commonwealth Transportation Board, the County was required to provide the capital facilities and buses to operate the additional service. Accordingly, \$825,000 was spent to expand the FAIRFAX CONNECTOR Herndon Operations Center in FY 1999. In FY 2000, the County purchased 20 new buses for the Dulles Corridor service for approximately \$5.0 million. The County paid for these capital facilities and bus expenditures with general funds.

The Dulles Corridor Express Bus Service is the first step to increase transit service in the corridor and ultimately construct a rail extension from West Falls Church Metrorail Station to Dulles Airport and Loudoun County. The County is participating on the Dulles Corridor Task Force to develop the phased implementation of public transportation improvements in the Dulles Corridor. The entire program is called the Dulles Corridor Rapid Transit Project and is divided into phases, beginning with express bus service, moving to bus rapid transit and ultimately to rail service. To date, Federal and State funding sources for the Dulles Corridor Rapid Transit Project include both appropriations and future funding commitments. Funds secured, or authorized to date for the project total \$300 million. These include \$217 million in federal funds and \$83 million in state funds from the Commonwealth Mass Transit Capital Fund, Northern Virginia Transportation District Bond proceeds, and the Virginia Transportation Act of 2000. The local match ratio and the source of the local funds are not yet determined.

Additional Park-and-Ride Projects

The FY 2000 Congestion Mitigation and Air Quality Program contains \$6.1 million for Fairfax County to develop three park-and-ride lots along the Franconia-Springfield Parkway west of I-95 including one in the vicinity of Gambrill Road. The others are on Backlick Road north and south of the Parkway. These facilities are intended to reduce the number of single occupant vehicles using the Springfield Interchange while it is reconstructed, and to supplement parking at the Franconia-Springfield Metrorail Station which is at capacity.

Seven Corners Transit Center

This project will involve the development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County. Seven Corners Shopping Center is a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. Sixteen Metrobus routes serve the shopping center and more than 2,000 weekday riders board or alight buses at the shopping center on over 514 trips a week. CMAQ funds in the amount of \$1.0 million have been approved for this project. These funds would be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans, and a reinforced bus bay area and travelway. This facility is currently in the conceptual design phase. The Seven Corners Transit Center, and a new pedestrian bridge to be constructed over Route 50, will encourage new ridership and relieve congestion in the region.

Commuter Rail

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahanock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Five Fairfax County stations are currently operating. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE is in the process of developing a Strategic Plan which will outline short-term and medium and long-range capital needs. VRE continues to be one of the nation's fastest growing commuter rail systems. Ridership has surpassed 11,000 average daily trips, and continues to increase steadily. This includes increased ridership in Fairfax County as well. As a result, more parking, rail coaches, new stations and station improvements, rolling stock storage, and track improvements are needed to keep pace with the demand. All of Fairfax County's VRE stations, Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield, are affected or will affect the system's growth. Joint development initiatives, where additional commercial and residential development is concentrated around mass transit facilities, are being considered around the Lorton, Backlick and Franconia-Springfield stations. Increased ridership has particularly affected the parking situations at the Burke Centre and Rolling Road facilities. As a result, a new project is in the CIP for the expansion of the Burke Centre parking lot. A feasibility study, to begin in 2002, will determine the type and size of this lot, as well as, study options for additional parking at the Rolling Road Station.

The County's Comprehensive Plan includes a Transportation Plan element which provides the basis for transportation planning efforts. This long-range transportation plan includes major new capacity roadway improvements and identifies potential locations for major transit facilities such as future rail stations and park-and-ride sites. Also included in the Transportation Plan are several enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

The Department of Transportation's analysis of the Area Plans indicates that with the significant increase in households and employment projected and with the investment of approximately \$4.8 billion in transportation infrastructure, the future year levels of service will generally mirror the existing congestion levels. Needless to say, there are insufficient financial resources dedicated over the next twenty years to complete the entire \$4.8 billion program. Additional resources must therefore be identified.

PROJECT DESCRIPTIONS

The Transportation CIP consists of projects presented in five program sections: Revenue Sharing Projects, Fairfax County Road Bond projects, Public Transportation Projects, Trails and Other Projects, and an Information Only section. The Information Only section consists of road projects that are state funded and are also found in the state's Virginia Transportation Development Plan. This plan can be accessed through VDOT's web site, www.VirginiaDOT.org. The plan includes the Interstate System Construction Program, Primary System Construction Program, and the Toll Road Improvement Program projects. Information about the Secondary System Construction Program projects is available by contacting VDOT's Northern Virginia District Office. All of the following projects are in various stages of funding and project design and /or construction. The amount shown is the estimated total project cost.

Revenue Sharing Projects

1. **Future Revenue Sharing Match from VDOT.** \$2,500,000 for projects to be determined.
2. **Columbia Pike/Spring Lane/Carlin Springs Road.** \$155,000 for construction of left turn lanes on Columbia Pike. (\$77,500 County funds, \$77,500 VDOT Revenue Sharing Program funds).
3. **Prosperity Avenue/Lee Highway.** \$215,000 for construction of right turn lane on Prosperity Avenue. (\$107,500 County funds, \$107,500 VDOT Revenue Sharing Program funds).
4. **Popes Head Road.** \$305,000 for curve realignment between O'Faly Road and Ladue Lane. (\$152,500 County funds, \$152,500 VDOT Revenue Sharing Program funds).
5. **Popes Head Road.** \$249,000 for curve realignment between Landue Lane and Pope's Head Creek. (\$124,500 County funds, \$124,500 VDOT Revenue Sharing Program funds).

6. **Poplar Tree Road/Stringfellow Road.** \$135,000 for construction of an additional lane at Stringfellow Road. (\$67,500 County funds, \$67,500 VDOT Revenue Sharing Program funds).
7. **Stringfellow Road/County Ball Fields.** \$115,000 for additional lanes at County Ball Fields. (\$57,500 County funds, \$57,500 VDOT Revenue Sharing Program funds).
8. **Lee Highway.** \$2,000,000 to initiate design for widening to six lanes from Shirley Gate Road to Old Centreville Road. (\$1,000,000 County funds, \$1,000,000 VDOT Revenue Sharing Program funds).

Fairfax County Road Bond Program Projects

9. This is an on-going project. These projects may be found in the Cash Flow Tables in the back of the CIP. Specific project information is available at the County's Department of Public Works and Environmental Services, Planning and Design Division.
10. **Wiehle Avenue.** \$15,870,000 for construction of a new roadway from Reston Parkway to the Fairfax County Parkway (Phase II) and from the Fairfax County Parkway to Dranesville Road (Phase III).
11. **Transportation Advisory Commission (TAC) Spot Improvement Projects.** \$1,325,000 in general funds for various spot improvement projects approved through the TAC. This is an on-going program and consist of intersection improvements and other miscellaneous transportation improvements.

Public Transportation Projects

12. **Metrorail, 103 Miles.** Pursuant to all Metrorail capital contribution agreements executed by WMATA, the County and other local jurisdictions, Fairfax County is expected to contribute a total of \$238.1 million through FY 2002. The County will have utilized a total of \$125.3 million of County general obligation bond funds and interest, \$109.7 million in aid from the

Commonwealth of Virginia and \$3.1 million in interest earnings to fund its contribution.

The County should fulfill its County/local share required to complete the 103-mile Metrorail system by the end of FY 2003.

13. **Metro Infrastructure Renewal Program.** This program includes railcar rehabilitations, escalator overhauls and station enhancements. \$91.7 million represents Fairfax County's share of this program from FY 2003 to FY 2007. This program will gradually increase the Washington Metropolitan Area Transit Authority's spending for rehabilitating the older capital assets of the Metrobus and Metrorail to \$100 million per year. These expenses were previously paid with state aid, but will be paid with a combination of County general obligation bonds and state aid. This change has made state aid available for operating expenses.
14. **Metro System Expansion Program (SEP).** \$3,312,000 to accommodate expansions and extensions to the existing system.
15. **Metro System Access Program (SAP).** \$30,590,000 to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces.
16. **Fairfax Connector Bus Garage (West Ox).** \$24,180,000 for total capital and start-up costs required for the implementation of this project. This figure includes land acquisition, design and construction of a new maintenance facility required to service additional buses added to the fleet which will serve the Dulles Corridor and the I-66 Corridor.
17. **Expansion of Fairfax Connector's Huntington Facility.** \$860,000 for the provision of additional bus parking, additional employee parking and landscaping. This expansion is required to accommodate system growth.

18. **Herndon-Monroe Park-and-Ride Lot.** \$32,243,000 for construction of a 1,800 space structured parking facility and related roadway improvements near Monroe Street and the Dulles Toll Road as part of the Dulles Corridor TSM program. Although this facility is operational, funds will be expended in FY 2001 and FY 2002 to install lighted canopies and other amenities.
19. **Dulles Corridor Slip Ramps.** \$4,500,000 to design and construct three slip ramps to enhance bus service in the Dulles Corridor.
20. **Rolling Valley Park-and-Ride Lot.** \$90,000 to reconfigure the bus travel lane to improve traffic flow and to install additional bus shelters. These amenities are required to accommodate system growth.
21. **Reston South Park-and-Ride Lot.** \$20,000 to purchase and install additional bus shelters at the park-and-ride lot.
22. **Centreville Park-and-Ride Lot.** \$20,000 to purchase and install additional bus shelters at the park-and-ride lot.
23. **Reston Town Center Transit Station.** \$2.0 million for land acquisition, design, engineering and construction of a public transit center at the Reston Town Center as part of the Dulles Corridor TSM program.
24. **Bus Shelters.** \$1,569,000 for the installation of bus shelters Countywide. These funds will be used to purchase and install up to 100 bus shelters, pads, benches and access improvements in locations throughout the County. The project is funded from several sources including Congestion Mitigation and Air Quality grants, a Transportation Enhancement grant and a Transportation Efficiency Improvement grant.
25. **Seven Corners Transit Center.** \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion.
26. **Franconia/Springfield Parkway Park-and-Ride Lots.** \$6,642,503 for design, land acquisition and construction of four park-and-ride lots with approximately 1,100 total parking spaces along the Franconia-Springfield Parkway west of I-95. These lots include Gambrill - \$4.0 million; Sydenstricker - \$605,000; Backlick North - \$1.2 million; and Backlick South - \$837,500.
27. **West Falls Church Bus Bay Improvements.** \$1,000,000 to design and construct short-term modifications to the bus bay area at the West Falls Church Metrorail station. This project will allow buses to operate more efficiently, improve the reliability of bus service, relieve congestion and improve circulation of the buses which use this facility.
28. **Reston East at Wiehle Avenue Park-and-Ride Lot Feasibility Study.** \$1,500,000 for a feasibility study and preliminary design for a structured parking garage.
29. **Reston East Park-and-Ride Lot Expansion.** \$20,000,000 to design and construct a 2,200 space parking garage at the site of the current Reston East Park-and-Ride Lot, to meet existing and future demand.
30. **Route 50 Pedestrian Improvements.** \$1,650,000 to improve pedestrian access to activity centers along Route 50 from Jaguar Trail to Patrick Henry Drive. The project will also include a pedestrian bridge across Route 50 at the Seven Corners Shopping Center.
31. **Burke Centre VRE Parking Lot Expansion.** \$3,500,000 for the expansion of the Burke Centre VRE parking lot.
32. **Springfield CBD Commuter Parking.** \$20,000,000 for design, land acquisition, and construction of a 1,000 space parking facility in the Springfield Central Business District.

- 33. **Richmond Highway Transit Improvements.** \$5,300,000 to begin upgrading pedestrian crossings, improving bus stops, and establishing several transit centers and park-and-ride lots from Gunston Road to Huntington Avenue.
- 34. **Dulles Corridor Commuter Rail.** \$500,000 to match federal funds allocated to the project.

Trails and Other Projects

- 35. **Lorton Trail.** \$125,000 to provide a pedestrian trail between the Washington Square Community and the Lorton VRE Station.
- 36. **Countywide Trails.** \$2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner.
- 37. **Accotink Trail.** \$531,000 for a connecting trail from King Arthur Drive to Wakefield Park.
- 38. **Lee Highway Trail.** \$625,000 for a trail in the Lee Highway corridor.
- 39. **Columbia Pike Trail.** \$400,000 for construction of the Holmes Run segment of the trail.
- 40. **Districtwide Computerized Traffic Signal System.** \$25,682,000 for traffic signal control and monitoring.
- 41. **Dulles Corridor.** \$65,740,000 from Surplus Toll Revenues for other transit improvements.
- 42. **Great Falls Street Trail.** \$1,333,000 for the construction of a 990 foot trail between Crutchfield Street and Hutchinson Street.

- 43. **Access to Fairfax Station Museum.** \$9,000 for the paving of the parking lot, constructing walk to caboose and extending electricity to caboose.
- 44. **Columbia Pike Trail.** \$1,100,000 for the construction of a bicycle/pedestrian trail.
- 45. **Columbia Pike Streetscape.** \$65,000 for landscaping, lighting, and sidewalk construction.

Information Only

Interstate System Construction Program

- 46. **I-66.** \$77,842,000 for additional lane, HOV lanes, and noise walls from Waples Mill Rd. to 0.8 miles east of Compton Road.
- 47. **I-66.** \$5,000,000 for preliminary engineering for widening from the District of Columbia to I-495.
- 48. **I-66.** \$3,805,000 for a traffic management system from I-495 to the District of Columbia.
- 49. **I-66.** \$33,224,000 to establish a traffic management system from I-495 to Route 234 in Manassas.
- 50. **I-66.** \$7,447,000 for roadway lighting from I-495 to Route 234 in Prince William County.
- 51. **I-66.** \$10,000,000 for a location study and EIS of rail and road widening impacts from I-495 to Route 15 in Prince William County.
- 52. **I-66.** \$70,253,000 for interchange improvements at I-495.
- 53. **I-66.** \$10,152,000 to reconstruct interchange with Route 28.
- 54. **I-66.** \$7,339,000 for construction of a commuter parking area at Stringfellow Road.

55. **I-66.** \$2,362,000 for bridge replacement and turn lane for ramp at Route 29.
56. **I-95.** \$20,000 to provide landscaping at the Eisenhower Avenue connector providing access to and from the City of Alexandria.
57. **I-95.** \$70,010,000 for the extension of HOV lanes from Old Keene Mill Road (Route 644) to the Prince William County Line.
58. **I-95.** \$15,110,000 for a traffic management system from I-495 to Route 234.
59. **I-95.** \$1,641,000 for the expansion of a commuter parking area at Lorton Road.
60. **I-95.** \$44,423,000 for the widening of I-95 (provide fourth lane) between the Fairfax County Parkway and the Prince William County Line.
61. **I-95.** \$101,792,000 for preliminary engineering and right-of-way acquisition for interchange modifications at I-395/495.
62. **I-95.** \$123,000,000 for interchange modifications and bridge construction at Commerce Street, Franconia Road/Old Keene Mill Road and I-95 northbound south of the I-95/395/495 interchange. (Phases II and III of the project.)
63. **I-95.** \$146,320,000 for improvements to I-95 southbound HOV lanes south of the I-95/395/495 interchange and improvements on the inner and outer loops of I-495. (Phase IV of the project.)
64. **I-95.** \$65,616,000 for improvements to I-495 (Capital Beltway) west of the I-95/395/495 interchange. (Phase V of the project.)
65. **I-95.** \$113,127,000 for improvements to various connecting ramps at the I-95/395/495 interchange. (Phase VI and VII of the project.)
66. **I-95.** \$10,154,000 for TDM and Transit programs to address congestion management during I-95/395/495 interchange construction.
67. **I-95.** \$9,081,000 for incident management during I-95/395/495 interchange construction.
68. **I-95.** \$847,000 for local area network operations to address congestion management during I-95/395/495 interchange construction.
69. **I-95.** \$7,918,000 to provide public information to address congestion management during I-95/395/495 interchange construction.
70. **I-95.** \$6,000,000 for an information center at Springfield Mall during I-95/395/495 interchange construction.
71. **I-95.** \$978,637,000 for construction of the Woodrow Wilson Bridge.
72. **I-395.** \$2,989,000 for a traffic management system from I-495 to the District of Columbia.
73. **I-495.** \$4,000,000 for preliminary engineering to construct a fifth lane (HOV) in each direction between I-95/395 and I-66.
74. **I-495.** \$4,800,000 for preliminary engineering to construct a fifth lane (HOV) in each direction from I-66 to the Dulles Access Toll Road.
75. **I-495.** \$2,500,000 for preliminary engineering to construct a fifth lane (HOV) in each direction from the Dulles Access Toll Road to the American Legion Bridge.
76. **I-495.** \$71,458,000 for construction of HOV connecting ramps at the I-95/395/495 interchange. (Phase VIII of the project.)

- 77. **I-495/I-95.** \$500,000 for preliminary engineering related to interim roadway lighting from the Woodrow Wilson Bridge to the American Legion Bridge.
- 78. **I-495.** \$2,000,000 to construct a noise barrier at West Langley.
- 79. **Commuter Parking Districtwide.** \$175,000 for preliminary engineering for the construction commuter parking lots in major highway corridors.

Primary System Construction Program

- 80. **Route 1 - Richmond Highway.** \$17,752,000 for widening between Telegraph Road and Lorton Road.
- 81. **Route 1 - Richmond Highway.** \$22,472,000 for preliminary engineering and right-of-way for widening from the north intersection with Route 235 and the south intersection of Route 235.
- 82. **Route 1 - Richmond Highway.** \$6,788,000 for a location study and preliminary engineering for roadway widening from the City of Alexandria to the Stafford County Line.
- 83. **Route 7 - Leesburg Pike.** \$285,000 for preliminary engineering for an additional left turn lane at Lewinsville Road.
- 84. **Route 7 - Leesburg Pike.** \$13,491,000 for widening to 6 lanes from the Loudoun County Line to Reston Parkway.
- 85. **Route 7 - Leesburg Pike.** \$5,000,000 for preliminary engineering for widening to 6 lanes from Reston Parkway to the Dulles Toll Road.
- 86. **Route 7 - Leesburg Pike.** \$117,000 to construct an additional left turn lane at Tysons Corner Mall.
- 87. **Route 7 - Leesburg Pike.** \$83,000 to extend a left turn lane at Howard Avenue.
- 88. **Route 7 - Leesburg Pike.** \$43,000 to close a median at Watson Street.
- 89. **Route 7 - Leesburg Pike.** \$171,000 to extend a left turn lane at Route 123.
- 90. **Route 7 - Leesburg Pike.** \$76,000 to extend a left turn lane at Gosnell Road.
- 91. **Route 7 - Leesburg Pike.** \$2,997,000 for spot improvements at locations to be determined.
- 92. **Route 28 - Sully Road.** \$43,373,000 to supplement funds generated by tax districts.
- 93. **Route 28 - Sully Road.** \$12,400,000 to construct a partial interchange at Barnsfield Road for access to the Smithsonian Air & Space Museum Annex.
- 94. **Route 29 - Lee Highway.** \$3,922,000 for preliminary engineering to widen to 5 and 6 lanes from I-495 to Espana Court.
- 95. **Route 29 - Lee Highway.** \$51,479,000 to widen to 6 lanes from I-495 to Espana Court.
- 96. **Route 29 - Lee Highway.** \$2,105,000 to reconstruct bridge over Big Rocky Run.
- 97. **Route 29 - Lee Highway.** \$37,937,000 for construction of an interchange with Route 28.
- 98. **Route 50 - Lee-Jackson Memorial Highway.** \$261,000 for intersection improvement at Waples Mill Rd.
- 99. **Route 50 - Lee-Jackson Memorial Highway.** \$106,000 to extend the westbound left turn lane at Route 609.

100. **Route 123 - Ox Road.** \$6,871,000 for preliminary engineering and right-of-way acquisition for widening to 4 lanes on 6 lanes of right-of-way from Burke Lake Road to the Prince William County Line.
101. **Route 123 - Ox Road.** \$25,513,000 for widening to 4 lanes on 6 lanes of right-of-way from Burke Lake Road to Lee Chapel Road, including landscaping.
102. **Route 123 - Ox Road.** \$25,389,000 for widening to 4 lanes on 6 lanes of right-of-way from Lee Chapel Road to Davis Drive.
103. **Route 123 - Ox Road.** \$60,672,000 for widening to 4 lanes on 6 lanes of right-of-way from Davis Drive to the Town of Occoquan including a bridge over the Occoquan River.
104. **Route 123 – Dolley Madison Boulevard.** \$7,365,000 for widening from I-495 to the Dulles Toll Road.
105. **Route 193 – Georgetown Pike.** \$650,000 for traffic calming measures from Route 123 to Route 7.
106. **Route 228 - Dranesville Road.** \$18,626,000 for widening to four lanes and landscaping from Route 7 to the Herndon corporate limit.
107. **Route 235 – Mount Vernon Traffic Circle.** \$15,000 for preliminary engineering to improve the approach to the Mount Vernon Traffic Circle.
108. **Route 236 – Little River Turnpike.** \$11,769,000 for construction of turn lanes, signal improvements, and spot safety improvements from Hummer Road to the City of Fairfax and Lake Drive to Pickett Road.
109. **Smithsonian Air & Space Museum Annex.** \$10,107,000 for construction of site access.
110. **Techway – Potomac River Crossing.** \$400,000 for a feasibility study of a crossing of the Potomac River from the Dulles Toll Road to Maryland.
111. **Mass Transit.** \$8,400,000 for districtwide mass transit initiatives.
112. **Federal Reimbursement Anticipation Notes (FRAN).** \$1,398,000 for district FRAN funding interest payments.
113. **Tri-County Parkway.** \$3,000,000 for preliminary engineering between the Route 234 Bypass and Braddock Road.
114. **Traveler Information Services.** \$8,300,000 to develop a traveler information service.
115. **Year 2000 Signal Upgrades.** \$687,000 for districtwide signal equipment upgrades to ensure Year 2000 compliance.
116. **Signal Optimization.** \$2,540,000 for optimization of regionwide signal system.
117. **Route 7100 - Fairfax County Parkway.** \$22,747,000 to construct an interchange at Leesburg Pike and the Algonkian Parkway.
118. **Route 7100 - Fairfax County Parkway.** \$4,889,000 for construction from Sunset Hills Rd. to Baron Cameron Avenue.
119. **Route 7100 - Fairfax County Parkway.** \$22,502,000 for construction of an interchange at Baron Cameron Avenue.
120. **Route 7100 - Fairfax County Parkway.** \$57,747,000 for construction from Rolling Road to Fullerton Road.
121. **Route 7100 – Fairfax County Parkway.** \$7,100,000 for preliminary engineering and right-of-way acquisition for an interchange at Fair Lakes Boulevard and Monument Drive.

- 122. **Route 7900 – Franconia-Springfield Parkway.** \$6,014,000 for preliminary engineering and right-of-way acquisition for an SOV connection at I-95.
- 123. **Route 7100 – Fairfax County Parkway.** \$5,500,000 for preliminary engineering for widening from Route 123 to Sunrise Valley Drive.

Toll Road Improvement Program Projects

- 124. **Route 267.** \$59,147,000 for the construction of a fourth lane.
- 125. **Route 267.** \$13,757,000 for the expansion of an interchange at Wiehle Avenue.
- 126. **Route 267.** \$1,030,000 for toll booth modifications.
- 127. **Route 267.** \$2,480,000 to add toll collection capacity at the Spring Hill Road on-ramp.
- 128. **Route 267.** \$105,000 to update and restore security system at the toll road administration building.
- 129. **Route 267.** \$910,000 for the installation of variable message signs.
- 130. **Route 267.** \$270,000 for toll booth modifications including modifications to a vault elevator and loading dock.
- 131. **Route 267.** \$3,935,000 set-aside for western regional park-n-ride construction.
- 132. **Route 267.** \$4,640,000 for design of interchange improvements at Hunter Mill Road.
- 133. **Route 267.** \$1,519,000 set-aside for bus service equipment dedicated for service to the Smithsonian Air & Space Museum.

- 134. **Route 267.** \$14,576,000 set-aside for express bus service in the corridor.
- 135. **Route 267.** \$1,000,000 set-aside for preliminary engineering and NEPA analysis for express bus service.
- 136. **Route 267.** \$2,750,000 set-aside for HOV marketing.
- 137. **Route 267.** \$50,000 to study the feasibility of installing variable message signs.
- 138. **Route 267.** \$2,915,000 for modifications to Smart Tag lanes for open lane concept.
- 139. **Route 267.** \$50,000 for the design and interaction of an integrated payment system.
- 140. **Route 267.** \$5,000,000 for ramp improvements at I-495.
- 141. **Route 267.** \$600,000 to update the major investment study for the Dulles BRT system.
- 142. **Route 267.** \$496,000 set-aside for transit equipment purchases.
- 143. **Route 267.** \$4,325,000 for repayment of Fairfax County notes.
- 144. **Route 7 – Leesburg Pike.** \$475,000 for construction of a dual right acceleration lane and removal of right-turn lane signal.
- 145. **Route 28.** \$20,000 to provide a new signal detection system approaching Route 7783 (New Braddock Road).
- 146. **Route 50 - Arlington Boulevard.** \$65,000 to construct a median at Annandale Road.
- 147. **Route 50 – Arlington Boulevard.** \$422,000 for the installation of a median barrier and fence from the Route 7 overpass to Patrick Henry Drive.

148. **Route 123 – Dolley Madison Boulevard.** \$90,000 for reconstruction of the intersection with Ingleside Avenue.
149. **Route 193 – Georgetown Pike.** \$500,000 to lower the vertical curve of the roadway at the intersection with Riverbend Road and Nethercliffe Hall Road.
150. **Route 606 – Baron Cameron Avenue.** \$20,000 for the installation of an electronic advanced warning sign at Wiehle Avenue.
151. **Route 609 – Pleasant Valley Road.** \$800,000 for reconstruction of the horizontal alignment at various sections of the roadway between Route 29 and Route 50.
152. **Route 611 - Old Colchester Road.** \$438,000 to improve its horizontal & vertical alignment near Hassett Street.
153. **Route 654 – Popes Head Road.** \$641,000 to straighten a curve between Lewisham Road and Offlay Road.
154. **Route 651- Roberts Parkway.** \$2,299,000 for a grade separated railroad crossing over the Norfolk Southern Railway.
155. **I-95.** \$188,000 for highway advisory radio in the Springfield/Van Dorn area.
156. **Route 50 – Arlington Boulevard.** \$820,000 for construction of a pedestrian bridge at Seven Corners Shopping Center.

Secondary System Construction Program

157. **Route 611 – Telegraph Road.** \$12,121,157 to widen to four lanes from Fairfax County Parkway to Beulah Street.
158. **Route 611 – Telegraph Road.** \$14,110,000 to widen to four lanes from the Fairfax County Parkway to Richmond Highway.

159. **Route 643 – Burke Centre Parkway.** \$2,345,000 to widen to four lanes from Burke Lake Road to Marshall Pond Road.
160. **Route 611 – Old Colchester Road.** \$48,000 to supplement Federal Safety project allocations for improvement of its horizontal and vertical alignment at Hassett Street.
161. **Route 606 – Baron Cameron Avenue.** \$2,000 to supplement Federal Safety project allocations for the installation of a flashing warning sign.
162. **Route 611 – Telegraph Road.** \$370,000 to construct stream mitigation at Accotink Creek.
163. **Route 674 – Hunter Mill Road.** \$2,861,000 to replace bridge and approaches at Colvin Run.
164. **Route 638 – Rolling Road.** \$1,515,000 to upgrade intersection with Fullerton Road.
165. **Route 609 – Pleasant Valley Road.** \$70,000 to supplement Federal Safety Program allocations for alignment improvements at three locations.
166. **Route 674 – Springvale Road.** \$2,878,000 to replace approaches and bridge structure between Leesburg Pike and Brevity Drive.
167. **Route 613 – Beulah Street.** \$11,392,000 to widen to four lanes from Franconia Road to the Franconia-Springfield Parkway.
168. **Route 674 – Hunter Mill Road.** \$8,989,000 to replace bridge and approaches at Difficult Run.
169. **Route 608 – West Ox Road.** \$12,937,000 to widen to four lanes from Lawyers Road to Nathaniel Oaks Drive.
170. **Route 3546 – Twin Lakes Drive.** \$817,000 to improve approaches and bridge over Johnny Moore Creek.

171. **Route 654 – Popes Head Road.** \$42,000 to supplement Federal Safety allocations for improvements to the roadway alignment between Lewisham Road and O’Faly Road.
172. **Route 1813 – Ingleside Avenue.** \$174,000 to supplement Federal Safety project allocations for construction of improvements to the intersection with Route 123.
173. **Route 642 – Lorton Road.** \$12,389,000 to widen to four lanes from Armistead Road to Silverbrook Road.
174. **Route 642 – Lorton Road.** \$3,750,000 to widen to four lanes from Armistead Road to Richmond Highway.
175. **Route 657 – Centreville Road.** \$4,511,000 to widen to four lanes from Frying Pan Road to West Ox Road.
176. **Route 608 – West Ox Road.** \$11,073,000 to widen to four lanes from Nathaniel Oaks Drive to Penderbrook Drive.
177. **Route 674 – Hunter Mill Road.** \$6,693,000 to widen to four lanes from Hunter Station Road to Sunrise Valley Drive.
178. **Route 638 – Rolling Road.** \$11,075,000 to widen to four lanes from Old Keene Mill Road to Hunter Village Drive.
179. **Route 611 – Telegraph Road.** \$11,112,000 to widen to four lanes from Beulah Street to Hayfield Road.
180. **Route 645 – Burke Lake Road.** \$7,281,000 to widen to four lanes from Lee Chapel Road to the Fairfax County Parkway.
181. **Route 684 – Spring Hill Road.** \$8,269,000 to widen to four lanes from Leesburg Pike to International Drive.
182. **Route 638 – Rolling Road.** \$11,718,000 to widen to four lanes from Odell Street to Delong Drive.

183. **Route 641 – Pohick Road.** \$7,668,000 to widen to four lanes from I-95 to Richmond Highway.
184. **Route 651 – Guinea Road.** \$8,291,000 to widen to four lanes from Roberts Road to Pommeroy Drive.
185. **Route 611 – Telegraph Road.** \$13,897,000 to widen to four lanes from Hayfield Road to South Kings Highway.
186. **Route 657 – Centreville Road.** \$19,866,000 to widen to four lanes within six lanes of right-of-way from McLearen Road to Metrotech Drive.
187. **Route 600 – Gunston Cove Road.** \$4,101,000 to replace approaches and bridge over the CSX Transportation railroad.
188. **Route 655 – Shirley Gate Road.** \$28,759,000 to construct four lanes from Braddock Road to the Fairfax County Parkway.
189. **Route 641 – Pohick Road.** \$9,617,000 to reconstruct two lanes from Magic Leaf Road to Giles Street.
190. **Route 611 – Telegraph Road.** \$44,955,000 to widen to four lanes from South Kings Highway to Franconia Road.
191. **Route 644 – Franconia Road.** \$26,947,000 to widen to four lanes from Craft Road to Telegraph Road.
192. **Route 618 – Woodlawn Road.** \$19,525,000 to widen to four lanes from Beulah Road to Richmond Highway.
193. **Route 645 – Stringfellow Road.** \$20,171,000 to widen to four lanes from Lee-Jackson Memorial Highway to Fair Lakes Parkway.
194. **Route 674 – Hunter Mill Road.** \$4,284,000 to widen to four lanes from Mystic Meadow Way to Chain Bridge Road.

195. **Route 651 – Guinea Road.** \$14,700,000 to widen to four lanes from Braddock Road to Braeburn Road.
196. **Route 613 – S. Van Dorn Street.** \$53,200,000 to construct an interchange at Franconia Road.
197. **Telephone Fees for Debt Service.** \$23,642,000 for debt service of roadway improvement bonds to be paid by the collection of telephone service fees.

**PROJECT COST SUMMARIES
TRANSPORTATION
(\$000's)**

PROJECT TITLE/NUMBER (FUNDING SOURCE)/1	TOTAL PROJECT COST /2	AUTHORIZED/ EXPENDED THRU FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	TOTAL FY2003-FY2007	TOTAL FY2008-FY2012	ADDITIONAL NEEDED
Revenue Sharing Program Projects										
1. Future R.S. VDOT Match (S)	\$2,500		\$500	\$500	\$500	\$500	\$500	\$2,500		
2. Columbia Pike/Spring Lane/ Carlin Springs Rd (G,S)	155	155								
3. Lee Hwy/Prosperity Ave (G,S)	215	215								
4. Pope's Head Road (G,S)	305	305								
5. Pope's Head Road (G,S)	249	249								
6. Poplar Tree Rd/ Stringfellow Rd (G,S)	135	135								
7. Stringfellow Rd @ Co Ball Fields Entrance (G,S)	115	115								
8. Lee Highway (G,S)	2,000	2,000								
SUBTOTAL	\$5,674	\$3,174	\$500	\$500	\$500	\$500	\$500	\$2,500		
Fairfax Co Road Bond Prgm										
9. County Road Bond Program (BO)	292,360	274,860	5,520	4,470	550	1,420		11,960		
10. Wiehle Avenue (BO)	15,870	13,130	1,250	750	740			2,740		
11. TAC Spot Improvement Projects (G)	1,325	825	500					500		
SUBTOTAL	\$309,555	\$288,815	\$7,270	\$5,220	\$1,290	\$1,420		\$14,700		

/1 G = General Funds, S = State Funds (including Federal Funds allocated through the state allocation process), BO = General Obligation Bonds, X = Other.

/2 Total project cost may differ from proposed CIP cash flow due to rounding, differences in construction estimates or project contingencies.

Note: Numbers in italics represent funded amounts.

**PROJECT COST SUMMARIES
TRANSPORTATION
(\$000's)**

PROJECT TITLE/NUMBER (FUNDING SOURCE)/1	TOTAL PROJECT COST	AUTHORIZED/ EXPENDED THRU FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	TOTAL FY2003-FY2007	TOTAL FY2008-FY2012	ADDITIONAL NEEDED
<u>Public Transit Facilities</u>										
12. Metro Rail, 103 miles /3 (S)	\$242,034	\$242,034	\$2,195	\$1,300	\$1,300			\$4,795		
13. Metro Infrastructure Renewal Program (BO)	105,290	13,590	12,400	13,500	16,200	21,000	28,600	91,700		
14. System Expansion Program	3,312	812	500	500	500	500	500	2,500		
15. System Access Program	30,590	17,500	2,464	2,534	2,618	2,688	2,786	13,090		
16. Fairfax Connector Bus Garage West Ox (Vienna) /88A002 (BO)	24,180	7,810	1,700	9,120	4,750	800		16,370		
17. Expansion Fairfax Connector Huntington Facility/90A12 (BO,U)	2,570	2,560	10					10		
18. Herndon Monroe P-&-R /4 /90A007 (BO,F)	32,240	30,980	920	340				1,260		
19. Dulles Corridor Slip Ramps /90A011 (BO,F)	4,500	3,930	570					570		
20. Rolling Valley P-&-R /88A003 (BO,F)	90	100								
21. Reston South P-&-R /88A004 (BO,F)	20	20								
22. Centreville P-&-R /88A005 (BO,F)	20	20								
23. Reston Town Center Transit Station (F,G)	2,000		1,600	400				2,000		
24. Fairfax County Bus Shelters (F)	1,569	569	500	500				1,000		
25. Seven Corners Transit Center (S,U)	1,000		300	700				1,000		
26. Franconia/Spring. Pkwy P & R (F)	7,775	400	2,458	2,458	2,459			7,375		
27. West Falls Church Bus Bay Imp: (F,U)	1,000		1,000					1,000		
28. Reston East Feasibility Study /90A013 /6 (BO,G)	1,500	260	740	500				1,240		

/1 G = General Fund, BO = General Obligation Bonds, S = State Aid for Transit, F = Federal Aid, P = Private Sector, U = Undetermined Funding Source.

/2 Total project cost may differ from proposed CIP cash flow due to rounding, differences in construction estimates or project contingencies.

/3 These costs reflect Fairfax County's share of the local match for this federal-local project.

/4 Funding for this project includes Federal Transportation Administration grant funds (\$25.18 million) and County Bond proceeds (\$7.063 million).

/5 Funding for this project includes Federal Transportation Administration grant funds (\$5.268 million) and County Bond proceeds (\$533 million) and Plaza America proffer (\$1.2 million).

/6 Funding for this project is from two sources: \$500,000 for the feasibility study from the General Fund and \$1.0 million for design from "1990A" General Obligation Bond.

in FY 1996 from Federal STP funds for construction.

Note: Numbers in italics represent funded amounts.

**PROJECT COST SUMMARIES
TRANSPORTATION
(\$000's)**

PROJECT TITLE/NUMBER (FUNDING SOURCE)/1	TOTAL PROJECT COST	AUTHORIZED/ EXPENDED THRU FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	TOTAL FY2003-FY2007	TOTAL FY2008-FY2012	ADDITIONAL NEEDED
29 Reston East Park & Ride Expansion (F,G)	20,000			4,641	7,680	7,679		20,000		
30 Route 50 Pedestrian Improvements (F,G)	1,650			500	1,150			1,650		
31 Burke Centre VRE Parking Lot Expansion (F,G)	3,500			3,500				3,500		
32 Springfield CBD Parking (F,G)	20,000			20,000				20,000		
33 Richmond Highway Transit Improvements (F,G)	5,300			5,300				5,300		
34 Dulles Corridor Comm Rail (S)	500	500								
SUBTOTAL	\$510,640	\$321,085	\$27,357	\$65,793	\$36,657	\$32,667	\$31,886	\$194,360		
Trails and Other Projects										
35 Lorton Trail (S)	125	125								
36 Countywide Trails (S)	2,000	2,000								
37 Accotink Trail (S)	531	531								
38 Lee Highway Trail (S)	625	625								
39 Columbia Pike Trail (S)	400	400								
40 Districtwide Computerized Traffic Signal System /2 (S)	25,682	25,682								
41 Dulles Corridor (S)	65,740	65,740								
42 Great Falls Street Trail (S)	1,333	1,333								
43 Access to Ffx St Museum (S)	9	8								1
44 Columbia Pike Trail (S)	1,100	1,100								
45 Columbia Pike Streetscape (S)	65	65								
SUBTOTAL	\$97,610	\$97,609								\$1

/1 S = State Funds(including Federal Funds allocated through the state allocation process)

/2 Project Scope includes Prince William and Loudoun Counties.

**PROJECT COST SUMMARIES
TRANSPORTATION
(\$000's)**

PROJECT TITLE/NUMBER (FUNDING SOURCE)/1	TOTAL PROJECT COST	AUTHORIZED/ EXPENDED THRU FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	TOTAL FY2003-FY2007	TOTAL FY2008-FY2012	ADDITIONAL NEEDED
46.- VDOT's Plan* 197. (S)	3,133,099	*	*	*	*	*	*	*	*	
SUBTOTAL	\$3,133,099									
GRAND TOTAL	\$4,056,578	\$710,683	\$35,127	\$71,513	\$38,447	\$34,587	\$32,386	\$212,060		

* For individual project cash flows, refer to VDOT's Transportation Plan.
/1 S = State Funds(including Federal Funds allocated through the state allocation process).